

"D. C. L." GINS.

OLD TOM ... \$8.50 Per Dozen.
DRY ... 8.50

SOLE AGENTS:
H. PRICE & CO.,
WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."

PURE SCOTCH WHISKY

Price \$15.50 Per Dozen.

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No. 14,830 號十三百八千四萬一第 日壹十二月九年壹十三緒光 HONGKONG, THURSDAY, OCTOBER 19TH, 1905. 四拜禮 號玖十月十年五零百九千一英港香 PRICE, \$3 PER MONTH.

WATSON'S HOUSEHOLD AMMONIA
FOR THE BATH, TOILET AND HOUSEHOLD.

An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

A. S. WATSON & CO. LIMITED.
HE HONGKONG DISPENSARY
[a1342]

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"SPECIAL BLEND" WHISKY
A Blend of Selected Distillations of the Finest Scotch Whiskies.
\$10.50 Per Case

Apply to

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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a1412]

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For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

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TERMS VERY MODERATE.

Consultation Free.
Hongkong, 21st September, 1905. [2174]

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THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th September, 1905. [2056]

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NAVY BOILED

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RELIANCE CROWN

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CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

Sole Agents.
Hongkong, 17th May, 1905. [122]

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EMBROIDERIES, LACES, SILKS, PONGEES,

GRASS LINEN, SHAWLS, HANDKERCHIEFS,

BLANKETS, TRUNKS,

BRONZE FURNITURE AND FANCY GOODS.

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WATER to the Shipping, both for Deck and

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Call Flag W.

J. W. KEW

Manager.

Hotel Mansions, 3rd Floor.

Hongkong, 8th August, 1905. [1433]

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LONDON.

THE FELTEN & GUILLAUME-LAHMEYER WERKE
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—SIEMSEN & CO., SOLE AGENTS FOR CHINA. [54a]

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S. MINAMI, Manager, Hongkong.

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FROM

DEINHARD & CO., COBLENTZ.

THE FASHIONABLE WINES OF THE MOMENT ARE MOSELLES BOTH

STILL AND SPARKLING; WE HAVE IN STOCK AT THE MOMENT—

GRAACHEE (SUPERIOR) ... Per Case 1 doz. bottles \$18.00 2 doz. bottles \$20.00

SPARKLING MOSELLE (CROWN LABEL) 24.00 26.00

BERNCASTLE DOCTOR (VERY CHOICE) 38.00

TELEPHONE No. 75.

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WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL. [a37]

Hongkong, 27th September, 1905.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The Finest of all "Pop" WHISKIES at ... \$13.00

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Stuff, because "it comes through the Soda."

Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & CO.

1298

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WATSON'S (DUNDEE)
No. "10" SCOTCH.

BOTTLED IN H. M. CUSTOMS

DUNDEE.

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AND

AERATED WATER MANUFACTURERS.

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HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

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Hongkong, 16th August, 1905. [1905]

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HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE.

CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR.

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HOUSEHOLD LINEN, &c.

By

LADIES' COSTUMES, BLOUSES, SKIRTS, HATS, RAIN-

ELEVATOR COATS, UMBRELLAS, SUNSHADES, &c.

LANE, CRAWFORD & CO.

Hongkong, 28th September, 1905. [a36]

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(Opposite Messrs. GAUPP & Co.)

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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS

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BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 2068

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No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA

DRAPER & TAILOR. GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a129]

W. BREWER & CO.

28 & 29, QUEEN'S ROAD.

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A Search in Eldorado, by Macdonald ... 4.70

The Upton Letters, by T.B. ... 3.00

Siberia: a Record of Travel, Climbing and ... 17.00

Exploration, by Turner ...

Henry Furness at Home ... 4.70

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NEW STOCK:

PLAYING CARDS in Great Variety;

AYRE'S CHAMPIONSHIP

TENNIS BALLS; EGYPTIAN

CIGARETTES—Sultans \$2.00

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Sandow's "Grip" DUMB BELLS:

GUEST, WEDDING, and MENU

CARDS.

GEM & CLINCH PAPER CLIPS.

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CARDS. Very Choice Selection.

New Style. [35]

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a1568—41

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

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WINE & SPIRIT
MERCHANTS.

"BULL DOG"
LIGHT ALE.

THIS ALE, brewed expressly for ROBERT PORTER & Co., Limited, is bottled under a special system which enables the best characteristics of a good English Ale to be combined with extreme lightness of character and a practical FREEDOM FROM SEDIMENT, a result hitherto deemed unattainable.

For Cases 4 doz. qts. \$18 Per doz. qts. \$4.50
" 8 " pts. 21 " pts. 3.00
" 12 " splits 27 " splits 2.40

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ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but no evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of JAPANESE NEWS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Pusan. Code: A.B.O. 5th Ed.
Liber's
P.O. Box, 38. Telephone No. 12

BIRTHS.

On 16th October, at Falkirk, N.B., the wife of J. R. PATTERSON, "Heung Shan," of a son. (2297)
On 1st October, at Chefoo, the wife of Mr. HUGH G. SMITH, of a son.
On 2nd October, at Tientsin, the wife of D. J. BRADY, British Municipality, of a daughter.
On 6th October, at Chinkiang, to Mr. and Mrs. F. DECARIE, a daughter. (dead).
On 7th October, at Luchow, to Mr. and Mrs. J. Y. McGINNIS, a son.
On 12th October, at the Hongkong Bank House, Poochow, the wife of C. H. M. BALFOUR, of a daughter.
At Tientsin, the wife of JOHN CAMERON of a daughter, prematurely.

DEATHS.

On 2nd October, at Peking, JESSIE MOLYNEUX RASCHKE, aged 48 years.
On 3rd October, at Tientsin, BUTH, the infant daughter of Mr. and Mrs. JOHN CAMERON.
On 11th October, at Chinkiang, WILLIAM LAW ALLAN, Assistant Engineer, Shanghai-Nanking Railway, aged 20 years.

HONGKONG OFFICE: 11A, DES VŒUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1905.

THANKS mainly to the good sense of King Oscar, the partition of Sweden and Norway, which for some time seemed not unlikely to lead to an internecine struggle between the two Scandinavian monarchies, has been brought to a peaceful conclusion, and the two nations, though not under one head, have come to recognise the fact that each and both have been saved from a great danger. But not only are the Scandinavian States to be congratulated on the result but the whole of Europe, as there is now no doubt that one of the first results of a war between the States would have been a claim on the part of Russia and Germany to declare the Baltic a closed sea. England bound by the traditions of centuries to friendship with both countries could have taken part with neither. Russia does not feel quite assured with regard to her hold on Finland, and has contrived to alienate the Scandinavian population of that country; to render herself more secure she has been desirous of what she calls a rectifica-

tion of her frontiers along the Arctic Ocean, and it was presumed that Norway would have had no objection to cede her Finnmark, which would have given her what she is most desirous of, an ice-free port opening directly on the Atlantic coast. Surrounded on all sides, Sweden would have been helpless, and the moral effect on the Finlanders of having a free Scandinavian State in close proximity would have been effectually counteracted. It seems strange that in the beginning of the dispute Norway did not sufficiently appreciate the consequences of pressing her claims to the frontier, and that it was only through the superior political presence of the King and the Government of Sweden that the great common danger has been momentarily, at least, averted. The only source of gratification left is that at the last moment both nations did come to see the danger to themselves, and that now that all possible sources of dispute have been removed, both are better able to see the primary necessity of a close alliance.

But Sweden and Norway are not the only two countries where internal differences, in reality of very little moment to either, have been raised to the position of international ill-feeling. The second instance is perhaps of greater importance to the peace of Europe. For centuries Austria and Hungary have similarly been two independent countries with different political aspirations united under the one dynastic head. Such a close connection demands rare administrative abilities on the part of the ruling house, but the House of Hapsburg has been from its first accession to the Imperial dignity singularly wanting in those qualities which go to make great leaders, and from the time of the election of RUDOLPH, Count of Hapsburg, till its final extinction in 1896, their want served as a basis for the continuous weakening of the Empire. The Congress of Vienna did not attempt to restore the Empire, but made a curious compromise, and reinstated the House of Hapsburg as Emperors of Austria, giving them a very extensive state indeed, but one composed of very dissimilar elements, partly German, but also, so far as mere population is concerned, more largely Magyar and Slavonic. The Hapsburgs had no more loyal subjects than the people of Hungary, whose traditions always recalled their great "King," as they loved to call the Empress MARIA THERESA, a but, acting on the bad traditions of the so-called "Holy Alliance," no sooner was FRANCIS, the first Emperor of Austria, restored to power than he proceeded to treat Hungary as a conquered country, and subordinated her independence to the German provinces. The result was the rebellion of 1848. NICOLAS I. of Russia, which was then in the plenitude of its power, sent an army into Hungary on behalf of the Holy Alliance, and, having routed the insurgents, handed back the country to the Hapsburgs. Placed between two fires the then Emperor FERDINAND resigned in favour of his nephew FRANCIS JOSEPH, who at first was disposed to accept a liberal constitution; but finding himself overpowered by his German advisers he, however, renewed the old policy. After the loss of the Italian dependencies of the House of Austria wiser counsels prevailed, and in 1866 the Hungarian constitution was restored, and in the next year the new rule of the double monarchy was established, under which for upwards of thirty years Austro-Hungary continued to flourish. Under pretence of strengthening the Ausgleich, however, some three years ago, the old system of subordinating Hungary to the German province of Austria recommenced; objected to in a mild manner by Hungary. The breach thus unwisely commenced has been widening ever since. An arrangement in the interests of both parties was two years ago quite feasible, but the opportunity was lost, and the EMPEROR, under the influence of unwise councillors, has proceeded to measures more or less unconstitutional. Doubtless most of these were momentarily necessary for keeping the state together, and had measures been taken to return at the earliest possible moment to the previous position, they would have been willingly accepted by the Hungarians. This, unfortunately was not done; and the mistaken policy of the EMPEROR was persisted in, and all attempts at compromise rudely rejected. Conscious that they form the most powerful, and until the events of the last few years, the most loyal element in the dual Empire, the Hungarians are now as eager for a separation from their unco-genial partners as have been the Norwegians, and it must be allowed with far greater reason on their side.

Europe is, if possible, still more deeply interested in the result. Any movement which would weaken the consistency of the Dual Empire is welcomed eagerly at the courts of Berlin and St. Petersburg; and the dreadful consequences to the Austrian subjects of FRANCIS JOSEPH which would imply, are carefully kept in their mind's eye. Unfortunately a comparatively small but mischievous minority of the Austrian subjects of the Austrian Empire are not themselves untainted with these dangerous fancies; and would be quite ready to back up any advances of Germany, even at the cost of their own political extinction,—and this it is that renders the present quarrel, carefully fermented by these unpatriotic subjects of the Emperor FRANCIS JOSEPH, so prophetic of evil. Russia has not yet realised that morally she has caused to be a factor in the progress of the world, and her rulers, so far from rightly interpreting the signs of the times, are still as eager as ever to interfere with their more peaceful neighbours.

Nocturnal papers say that the Peking head assassin came from South China (a Cantonese). The Chinese Minister to Russia has petitioned the Government to recall him as he has been there for so long.

It has been ascertained that the "fighting capacity" of the *Mikasa* has not been impaired by the accident which caused her sinking.

Yesterday was an exceptionally light day at the magistracy, the business at both Courts being completed in less than half an hour.

So far the bodies of the two victims of the collision between the ferry boat and a sampan on Monday night have not been recovered.

It is said that it will require about one peace division of the Japanese army, or 11,334 men, to provide railway guards for the Japanese portion of the Chinese Eastern Railway.

Mr. C. D. Melbourne, J.P., took his seat for the first time yesterday afternoon at the Magistracy as acting Second Police Magistrate. Mr. G. N. Orme having been granted two months' leave.

We are pleased to learn that the Rev. J. H. France, who has been in hospital for the past week suffering from a severe attack of dysentery, is now convalescent, and will probably be about again in a few days.

A misprint occurred yesterday in our report of the judgment in the Des Vœux Road Inquiry. Mr. Hazeland was made to say that the enquiry disclosed no facts, which should obviously have read "disclosed no offence."

On Tuesday morning a coolie, while he was working cargo on the s.s. *Harwood*, fell down the hold and fractured his skull. He was at once removed to the Government Civil Hospital, where he died early yesterday morning.

The owners and charterers of the s.s. *Lucia Vittoria* (formerly H.M.S. *Hummer*) are anxious regarding her safety as she is five days overdue at Saigon. She left Hongkong on the 10th instant and should have reached Saigon on the 14th at the latest, whereas, up to the present nothing has been heard of her.

In a criminal case at the Supreme Court yesterday a prisoner endeavoured to persuade the Court that a witness was his boon companion. Among other questions he asked—"Is it not a fact that I have known you for the last four or five years?" "It may be so," was the reply. "but I don't know you."

The leasehold property known as section B of Island Lot No. 164, together with the messuage thereon known as No. 142 Queen's Road Central, which were to have been sold by public auction at Mr. G. P. Lammert's sales rooms yesterday afternoon, were withdrawn at the last moment.

A Peking dispatch (quoted in the N.C.D.N. "Native Notes") states that it has been officially decided to change the name of the Lu-Han Railway to that of Ching-Han, or Peking-Hankow Railway—which is as it should be. Once the line is in working order passengers will be able to easily travel from Peking to Hankow in thirty-six hours.

At the Union Church Literary Club this (Thursday) evening, Mr. Robert Macpherson, of the Chartered Bank, will read a paper on "Java, the Garden of the East." Mr. Macpherson spent four years in Java. His lecture will happily fill a gap occasioned by Dr. Clark's inability to give just now his lecture on Dickens. Mr. E. F. Annet will take the chair at nine p.m.

A telegram from Peking, dated 13th October, to the N.C. Daily News said:—The German Minister (Baron A. von Munn) has called at the Waiwapa and stated that several hundred natives have risen at Yenching, Tiao-hou-fu, Sha; that they are armed with foreign rifles; and are anti-foreign in sentiment. He urged that the Governor of Shantung should be asked to send troops to suppress them.

A Hangchow dispatch to the *Nanfangpao* states that a French gentleman is now in that city with the object of gaining Governor Nieh Chih-kuei's consent to permit the former to enlist coolies from Ningpo, and T'ai-chou prefectures to work on the proposed Yunnan-Anson Railway. In the absence of instructions from the Waiwapa Governor Nieh refused to give his consent to the proposal.

The Peking Times says:—In regard to Count Katsura's recent announcement that Japan has obtained, as part of the terms of peace, the privilege of a railway between Kirin and Chanchuan, it is pointed out at Tokyo that the distance between these places is about ninety miles, and that the districts on either side of the line are very fertile. The soil there is said to be very suitable for the cultivation of tobacco, wheat, beans, and other valuable crops. Gold dust and various metals, soda, and coal are also found in considerable quantities.

The Nippon Yusen Kaisha has been appointed agents for the Deshler line of steamers. Three steamers, the *Ohio I*, *II*, and *III* are scheduled to carry on the service and will call at Shanghai, Cheloo, Chinkiang, Chemulpo, Fusan, Moji, Kobe, and Osaka. The steamers have accommodations for first, second, and third-class passengers, are electrically lighted, and have steam heating apparatus throughout. The usual privileges of stop-over and interchange-able tickets are granted, and a strict time table is to be kept. The first vessel, the *Ohio II*, is to leave Shanghai on the 22nd inst.

A WEARY BEACHCOMBER.

As a local resident was walking along Queen's Road on Tuesday evening he was accosted, he says, by a "beachcomber" who told him the usual story about having starved for so many days. All he wanted was a few cents to buy a meal. His hearer advised him to go to the House of Detention. The beachcomber asked to be shown the way there. The gentleman took him to the junction of Queen's Road and Pottinger Street, from whence he directed him. After gazing up the hill for a few seconds the beachcomber put his hand in his trouser's pocket, extracted three or four twenty cent pieces, and turning to the gentleman said—"Say! How much will it cost to take a chair up there?"

COLLISION IN THE WEST RIVER.

CHINESE TORPEDO BOAT SUNK.

A collision between the s.s. *Tai On* and the Chinese torpedo boat *U. Shi* took place on Tuesday night, fortunately without involving any loss of life. It is not known exactly how the disaster occurred, but the former vessel, which was on a voyage from Hongkong to Canton, reports that when opposite Kung Sha, steaming in Chinese waters, the torpedo boat suddenly appeared in front. It was impossible then to avoid a collision, and the vessels crashed into each other. The *U. Shi* quickly filled with water and sank shortly after the impact. Her crew were taken off in safety and brought to Hongkong.

Another account of the collision is given by a passenger on board the *Tai On*. The vessel had just got out of the river at Lan Kwei Island when a boat was noticed right ahead. As she had only a mast light showing, they concluded she was stationary or moving very slowly, but suddenly she came forward across the *Tai On*'s bow. The latter's engines were reversed, but too late to avoid collision, and she struck the other vessel, which proved to be the Chinese torpedo boat *U. Shi* about the engine room. A boat was launched from the *U. Shi* which took off two or three men, while the chief officer of the *Tai On* promptly took off the remainder in their boats. The stricken craft drifted some little distance off, but the tide washed her back and she sank 25 minutes after the collision alongside the *Tai On*, all her crew of 24 being saved. So eager were some of the Chinese to save their personal effects from the sinking ship that they jumped on board her when she came alongside and rushed below for their belongings. Some of them narrowly escaped going down with her, and only scrambled on board the *Tai On* just as their craft disappeared.

GERMANY AND CHINA.

M. Gabriel Hanotaux, who as an ex-Minister of Foreign Affairs, and was at one period behind the scenes of the diplomatic theatre, is anxious to know what has become of the Anglo-German treaty signed some years ago respecting the Pacific Islands, and which in a sense divided the world for each of the signatories. M. Hanotaux believes that this treaty has never been denounced and is still in force, and he asks how is Germany affected by it since the conclusion of the extended Anglo-Japanese alliance. Germany, according to M. Hanotaux, through being established in the Shiao-Tung, has been the primary cause of the recent conflict. She is strongly anchored right in the heart of China, and by dominating the Gulf of Pechili binds her to England. "If the treaty which binds her to England," remarks M. Hanotaux, "does not draw her rapidly near the Anglo-Japanese group supported by America, she will be forced to act alone. There remains, it is true, another prospect, that is to say, a rapprochement with Russia; but the past experience of a quasi simultaneous occupation of Manchuria and Port Arthur has not been happy for Russia. M. Hanotaux, therefore, concludes that, willingly or not, there will be a period of inactivity for all the Powers directly interested on the banks of the Pechili."

WATERSPOUT IN YOKOHAMA HARBOUR.

A most interesting sight was witnessed from the Yokohama Band recently, says the *Japan Gazette*. For an hour a heavy bank of clouds had been hanging low over the water just outside the Breakwater, and about a quarter past five a long grey spiral came slowly down towards the water. As it approached the surface the sea became violently disturbed and a swirling column of water and spray from the surface of the sea up to the cloud. The pillar remained for a short time and then parted, one half drifting down and the other gradually rising. The lower part continued to whirl and gradually moved off passing close to the Japanese ship lying outside. Fortunately no small craft were in the immediate neighbourhood and no casualties occurred.

TELEGRAMS.

(REUTERS' SERVICE.)

THE RUSSIA-JAPANESE TREATY.

LONDON, 15th October.

News has been received in Washington that the Tsar and the Mikado signed duplicate copies of the treaty yesterday.

BYE-ELECTION.

LONDON, 15th October.

Mr. Andrews, a Liberal, has been elected for Barkston by 4,376, against 4,148 for Mr. Lamb Fox, Conservative. Mr. Andrews replaces Col. Sir R. Gunter, deceased.

NORWAY.

LONDON, 15th October.

Norway will shortly proceed to elect a King; Prince Charles of Denmark is still mentioned as a likely candidate.

THE FRENCH NEWSPAPER REVELATIONS.

LONDON, 16th October.

The correspondent of the *Beloe de Paris* in Berlin learns, from a semi-official source, that Lord Lansdowne told Germany in June, though no Anglo-French alliance was then concluded or promised, that England would take the side of France if war broke out through the fault of Germany.

THE DEATH OF SIR HENRY IRVING.

LONDON, 16th October.

Sir Henry Irving's death has evoked innumerable tributes, including messages from the King and President Roosevelt. There is a strong movement in favour of the burial in Westminster Abbey.

THE "TIMES" ON THE SITUATION.

LONDON, 16th October.

The *Times*, summing up the situation, says it does not pretend to know how France came to understand, as with good reason she did understand, that in the event of an unprovoked attack arising out of the Anglo-French agreement, Great Britain would support her; but what ground has Germany, who disdains all dreams of aggression against anybody, to complain about it? Inasmuch as our support would only be given in the case of unprovoked aggression.

RUSSIA.

LONDON, 16th October.

The Grand Duke Cyril has been dismissed from the army, deprived of all honours, and excluded from Russia for marrying the divorced Grand Duchess of Hesse.

FRENCH POLICY IN CHINA.

The N.C. Daily News of Oct. 14 says:—The following telegram, dated Paris, via Peking, appears in yesterday's *Nanfangpao*:—
The Commission, who was sent out by the Chamber of Deputies, has returned to France, and has reported to his Government the results of his investigations into the French colonies in the Far East. He suggests the following policies to be adopted: (1) France should seize the present opportunity, while revising her Commercial Treaty with China, to acquire closer relationship with the latter Empire; (2) she should act in conjunction with Great Britain in securing railway concessions in China; (3) she should enter into an alliance with Great Britain to enlarge and secure their common advantage in China; (4) she should obtain an understanding with Japan with regard to the commercial and colonising opportunities in the neighbourhood of India and China; (5) she should, conjointly with Great Britain, request Siam to remove her troops from the Meinam, transforming the latter into a neutral highway; (6) and she should urge Siam to abolish the tariff on opium imported by French merchants.

The opinions and suggestions of the Commission carry enormous influence in France, and will no doubt be carried into execution. As the French Commercial Treaty will soon be revised, I send this news to our countrymen that they may be prepared to meet the new French policy in the Far East.

NEW ADMIRALTY SCHEME.

OIL-FUEL DEPOT TO BE ESTABLISHED.

At last we know the intentions of the Admiralty with regard to the Tancheng wharves, on the eastern side of the Cattewater, writes a Devonport correspondent of a service paper. The property was purchased nearly three years ago, but it would appear that the decision to acquire the site was not the outcome of a fully-matured scheme for its use, but was due to the desire of the Admiralty to obtain possession of all available water-front property in the port. However that may be, it has only just been determined to establish on the site a large oil-fuel depot.

The necessity for an oil-fuel depot in the port has, of course, arisen as the result of the number of large vessels fitted with boilers for the use of this fuel. The extensive alterations in the furnaces of the battleship *King Edward VII.* showed that the use of oil fuel in the navy has passed the experimental stage, and there are indications that the number of ships fitted for the use of oil will be increased in the near future. The provision of a large store of oil in the home ports has, therefore, become essential. It is not intended, however, that warships shall enter the Cattewater, although it is understood the plans provide for improved accommodation for vessels lying along-side the wharves. As in the past, steamers like the *Petroleum*, *Khalid*, and *Scorpio* will be utilised to carry the supplies of oil to warships. The commencement of the Admiralty's new scheme will revive a question which has been discussed from time to time for many years—the situation of the naval coaling station in the port.

SUPREME COURT.

Wednesday, 18th October.

IN CRIMINAL JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

ATTEMPTED MURDER AND ASSAULT.
Chau Lai, boatman, was indicted on the charges of feloniously attempting to drown Detective Li Kun Fuh, with intent to kill and murder the said detective, and with assaulting the said police officer while in the execution of his duty.

Prisoner pleaded not guilty and the following were empanelled as a jury:—M. Mann (foreman), J. C. McCorquodale, J. Lyne, W. E. Clark, C. F. Gray, S. W. Uddall and R. C. Hurley.

Sir H. S. Berkeley, Attorney-General, instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and the prisoner was undefended.

In informing his Lordship and the jury of the facts, the Attorney-General said the prisoner was charged on two counts. One was with attempting to drown a police officer, and the other with assaulting him while in the execution of his duty. At about two o'clock on the morning of the 2nd October the detective was on duty in the harbour in plain clothes with the object of catching, if he could, what might be called coal thieves. A number of men owning small craft, such as the boat owned by the prisoner, called shrimping boats, made it a practice of scaling coal at night. The detective was that morning on the watch for such persons. He had taken a sampan from Tsimshatsai and gone to Winchell Bay where he made fast to a junk. About five o'clock in the morning he saw a fishing boat pass. He followed in his sampan and observed that the boat was joined by three others. He boarded one and seized a man with the object of arresting him. The man resisted and struck the detective, and men from the other boats joined in the attack upon him. The detective blew his whistle but it was snatched from him and he was thrown into the water. Fortunately he could swim.

When he rose to the surface he says the men in the boats struck him with bamboo and kept him from getting back on to the boat; they threatened to kill his own sampan's crew if they assisted him. According to his story he swam about for some time and then dived under the boats which surrounded him. When he came to the surface he was again struck at with poles, and feeling exhausted, drew the revolver with which he was armed and fired, hitting one of the men on the boat. Three of the boats then pulled away, and he climbed on to the fourth, covering the people on board with his weapon. He found on board the prisoner, the man who was shot and ten tons of coal; the prisoner was unable to give a satisfactory account of how he came in possession of the coal. The unfortunate man who was shot, died, and at the inquest the jury returned a verdict of justifiable homicide. The detective was unable to say what part the prisoner actually took in the affair, but the jury would have no doubt that he was one of the men engaged in the assault and resistance, and rendered assistance in throwing the constable into the water.

After hearing the evidence the jury, without retiring, found the prisoner guilty, and his Lordship sentenced him to nine months' imprisonment with hard labour.

Li Ping Kwan was charged with perjury himself before the Registrar of the Supreme Court in connection with probate matters. The prisoner, who was undefended, pleaded not guilty, and the same jury sat as in the previous case.

Evidence was adduced similar to that published in the Police Court column of the *Daily Press*.

In summing up, his Lordship reminded the jury that at the last sessions a woman was charged with forging the will in question, and was committed to goal.

The jury returned a verdict of guilty.

In passing sentence his Lordship said the prisoner's defence was very contradictory, and he had not improved his condition by the way he made it. If he had followed the example of Li Chu Shi at the last sessions he might now be better for it; his Lordship rather believed now that she was a cat-spar, but she got off with a light sentence. The prisoner was a man, and insisted in his perjury. He would go to goal for twelve months' with hard labour.

A SIMILAR CHARGE.

Li Mai Sia was arraigned for a like offence. He pleaded guilty and was also sent to goal with hard labour for twelve months. The sessions were then adjourned until tomorrow, when his Honour, the Chief Justice, will resume his seat on the bench.

POLICE COURT.

Wednesday, 18th October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

OBSTRUCTION.
A Chinese contractor was presented by Inspector Goulay for causing an obstruction by depositing stores in Murray Road and was fined \$10.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 18th at 11.55 a.m. Barometric changes in the South are slight.
Yesterday afternoon pressure was highest over N. China, and a low area appeared to be lying over the Eastern Sea.
Gradients are slight in the South and moderate N.E. and E. winds may be expected over the N. part of the China Sea.
Forecast:—Light wind, E. or variable, fair. Return from the North are lacking.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and sent to the Press Office, Daily Press, 11, Queen's Road Central, Hong Kong, by post, or by hand, and special business matters by hand.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on any day of publication. After that time the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press Office, A.B.O., 5th E.I. 11, Queen's Road Central, Hong Kong.

P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENTS

THE TRADE MARKS ORDINANCE, 1895.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the STANDARD OIL COMPANY of New York, carrying on business in the City of New York, in this Colony and elsewhere, have on the 22nd day of March, 1905, applied for the registration of Trade Marks of the following TRADE MARKS, namely—

(1) The representation of a COCK and

(2) The words "COCK BRAND" and the Chinese equivalent thereof,

in the name of the STANDARD OIL COMPANY of New York, who claim to be the sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following Goods, namely—Lubricating, Heating or Lubricating Oil, particularly Refined Petroleum in Glass Jars, and in the name of the Colonial Secretary of Hong Kong and also at the Office of the undersigned.

Dated the 18th day of October, 1905.

DEACON, LOOKER & DEACON.

2365 Solicitors on behalf of the Applicants.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

PORSWATOW, AMOY AND FUOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodgins, will be despatched for the above ports on SATURDAY, the 21st inst., at 4 p.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 19th October, 1905. [2363]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES:

FROM TRIESTE, FIUME, PORT SAID, SUVA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

The Vessel brings Cargo—

From Zanzibar, ex s.s. Africa, transhipped at Aden.

From Venice, ex s.s. Espero, transhipped at Trieste.

Optional Goods will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered before Noon on the 25th October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th October will be subject to rent.

Bills of Lading will be countersigned by SANDER, WHEELER & CO., Agents.

Hongkong, 19th October, 1905. [3]



MITSUBISHI GOSHI-KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKYO

Cable Address, "Iwasaki,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

All ABC 5th Edition, Western Union Code used.

All Letters Addressed—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KATSUHIRO AND HANKOW.

AGENTS—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & CO.

CHINKIANG: GEARING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Saigo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinetsu, Namazutsu and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashirozaki Coal (Karatsumi).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. [108]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by Public Auction, TO-DAY (THURSDAY), the 19th October, 1905, at Noon, at No. 50, Des Vaux Road, Central, THE GOODS AND CHATELAINS OF SUMMERS & CO. PRIVATE AND STATIONERS. Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 17th October, 1905. [2352]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On SATURDAY, the 21st October, 1905, at 2.30 p.m., at their SALES ROOMS, No. 5, Des Vaux Road (Corner of Lee House Street), SUNDRY VALUABLE HOUSEHOLD FURNITURE, comprising—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, BRASS BED-STEADS, TEAKWOOD SIDEBOARDS, DINNERS WAGGONS WITH BEVELLED GLASS, OVERMANTLES, TEAKWOOD EXTENSION DINING TABLE, CHAIRS, VIENNA CHAIRS, FRANK and CHAIRS, CARPETS, GLASS, CROCKERY and R.P. WARE, BLACKWOOD WARE, &c., &c., &c.

TERMS OF SALE—As Customary.

HUGHES & HOUGH, Auctioneers, Hongkong, 17th October, 1905. [2353]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On SATURDAY, the 21st October, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road, AN ASSORTMENT OF FINE CLASS JAPANESE CURIOS, comprising—

FINE ART OLD SATSUMA, FINE CLOISONNE, FANCY BRONZES, BLASS-WARE, IVORY INLAID PANELS, CUT VELVET PICTURES, LACQUERED WARE, KAKIMONOS, EMBROIDERED SCREENS, &c., &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS, Auctioneer, Hongkong, 18th October, 1905. [2358]

INTIMATIONS.

JUST LANDED EX "POONA."

CHOCOLATES, CHOCOLATE CREMES, CONFECTIONERY, etc., in fancy boxes, or loose by the lb. HUNTLEY and PALMER'S CAKES. Different kinds of TOYS. At Cheap Prices to suit all.

P. C. PATELL, 40, Lyndhurst Terrace, Hongkong, 17th October, 1905. [2351]

WANTED TO BUY.

A YOUNG SPORTING DOG.

Apply to—

F. A. Care of Post Office, Wuchow, West River. Wuchow, 14th October, 1905. [235]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the goods of WILLIAM HENRY RAY, deceased, late of Victoria, in the Colony of Hongkong.

NOTICE IS HEREBY GIVEN that His HONOUR THE JUDGE has in virtue of Section 58 of Ordinance No. 2 of 1867 made an Order limiting to the 18th day of January, 1906, as the time for creditors to send in their claims against the estate of WILLIAM HENRY RAY, late of Victoria, in the Colony of Hongkong, deceased, who died on the 2nd August, 1905, at Atlantic City, Atlantic County, New Jersey, in the United States of America, and Probate of whose will was granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the fourth day of October, 1905, JAMES WHITTALL, the Secretary of the China Traders Insurance Company, Limited, the sole Executor named in the said will. NOTICE IS ALSO GIVEN that all such claims are to be sent in "writing" to the said Executor, JAMES WHITTALL, Secretary of the China Traders Insurance Company, Limited, Hongkong, prior to the 18th day of January, 1906, or no notice will be taken of them. All persons indebted to the above estate are requested to make immediate payment to JAMES WHITTALL as such Executor. Dated the 17th day of October, 1905. Messrs. JOHNSON, STOKES & MASTER, Solicitors for James Whittall, the above-named Executor. [2349]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 351 of 1905.

Between the LI KI FIRM, Plaintiffs, and

WONG LUNG TAI WONG TSZ PING, WONG U CHEONG, WONG SZ MING & WONG YAN TONG, Defendants.

TAKE NOTICE that the Writ of Summons issued against you herein has in accordance with the Order of His Honour ALFRED GASCOYNE WISE, Acting Chief Justice, made herein on the 14th day of October, 1905, been served by posting copies thereof at No. 237, Des Vaux Road Central, Victoria, Hongkong, and by posting copies thereof on the 14th day of October, 1905, and that if you intend to defend such action you must cause an appearance to be entered for you in this action within 8 days after the service of such Writ as aforesaid.

Dated the 17th day of October, 1905.

JOHN HA-TINGS, No. 38, Queen's Road Central, Victoria, aforesaid, Solicitor for the above-named Plaintiffs.

To The Wong Lung Tai Firm, Wong Tsz Ping, Wong U Cheong, Wong Sz Ming, Wong Yan Tong, No. 237 Des Vaux Road, Central, Victoria, aforesaid, Traders.

[2360]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, THIS DAY (THURSDAY), the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October, both days inclusive. By Order of the Board.

W. J. SAUNDERS, Secretary, Hongkong, 19th October, 1905. [2136]

CANTON INSURANCE OFFICE, LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (NOON) TO-MORROW (FRIDAY), the 20th October, 1905, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 20th October, both days inclusive.

JARDINE, MATHESON & CO., General Managers, Canton Insurance Office, Limited, Hongkong, 27th September, 1905. [2231]

IN THE MATTER OF THE TERRA PLANING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th September, the Liquidators are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON, Liquidators, Hongkong, 22nd September, 1905. [2181]

TO LET

TO LET.

AIRY and COMMODIOUS ROOMS, including Basement, in the Ground Floor of No. 3, Des Vaux Road. Suitable for Offices or Shops.

For further particulars, apply to—

DORABEE & CO., King Edward Hotel, Hongkong, 13th September, 1905. [2113]

TO LET.

SUITEABLE for Offices, TWO ROOMS in Prince's Building.

Apply to—

LAUTS, WEGENER & CO., Hongkong, 4th March, 1905.

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary, Hongkong, 1st June, 1905. [1350]

TO LET.

NO. 3, OBSERVATORY VILLAS, KOWLOON. Five Roomed House. Tennis Court.

Apply to—

ARRATON V. APCAR & CO., 45, Wyndham Street, Hongkong, 13th June, 1905. [1434]

OFFICES TO LET.

IN ALEXANDRA BUILDINGS.

Apply—

SECRETARY'S OFFICE, A. S. Watson & Co., Limited, Hongkong, 16th September, 1905. [2139]

TO LET.

SEVEN EUROPEAN HOUSES, late P. Blackwell & Co. and Sherman, Tomes & Co.'s Offices, Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—

CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central, Hongkong, 19th July, 1905. [92]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD., Hongkong, 20th July, 1905. [1707]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD., Hongkong, 30th June, 1905. [2261]

TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD., Hongkong, 6th September, 1905. [2069]

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—

LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor, Hongkong, 17th February, 1905. [47]

TO LET

SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF OF THE PREMISES at present occupied by THE ROBINSON FRANK CO. Possession from November 1st. For particulars, apply to—

W. BREWER & CO., Queen's Road, Hongkong, 15th September, 1905. [1849]

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAVET & Co.) For Offices.

Apply—

KELLY & WALSH, LD., Hongkong, 4th September, 1905. [2051]

TO LET.

AT SEAVIEW, WANCHAI, Gap Road, Facing Harbour and surrounded with Garden, 1st and Top floor containing 4 Airy Rooms with Gas, Kitchen, & Bathroom on each.

Apply to—

Mrs. H. WHITE, No. 4, Blas Buildings, Hongkong, 17th October, 1905. [2232]

TO LET.

NO. 1, WEST END TERRACE.

FIRST FLOOR of No. 10, Queen's Road Central.

Apply to—

WANG HING, 10, Queen's Rd. Central, Hongkong, 13th October, 1905. [2128]

TO LET.

NO. 74, CAINE ROAD.

Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. [84]

TO LET.

EUROPEAN HOUSES in LOCHIEL TERRACE, Kowloon, with immediate possession. Apply to—

CHINA MERCHANTS S.S. CO., 15 & 16, Connaught Rd., Praya West, Hongkong, 14th October, 1905. [2338]

TO LET.

"THE EYRIE," Peak.

1. DES VOUX VILLAS, Peak. Nos. 5, 6 & 21, BELLILIOS TERRACE, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift. Well suited for Offices.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 29th August, 1905. [1936]

TO LET.

NO. 1, RIFON TERRACE.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FRIER), KOWLOON; EAST.

A BUILDING at Canaway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD., Hongkong, 3rd August, 1905. [181]

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to—

SAM WANG CO., LD., 81, Queen's Road Central, Hongkong, 12th July, 1905. [1234]

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD., Hongkong, 20th June, 1905. [1477]

TO LET.

"TANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms, a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let.

Apply to—

CHUK CHEUK MAN, No. 31, Queen's Road, Central, Hongkong, 12th July, 1905. [1653]

TO LET.

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SUBSCRIBED CAPITAL... 2,750,000
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Hongkong, 21st April, 1897. 181

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NEUTRAL COMMERCE IN MODERN WAR.

The restoration of peace between Japan and Russia affords the civilized world an opportunity of discussing several questions of international law which are seen to be urgently in need of settlement. It is hoped that the Powers will agree upon certain rules at the forthcoming Conference, but meanwhile the assembly of the International Law Association, at Christiania, has enabled distinguished jurists to air their views. One of the first acts of this Association was to pass unanimously a resolution demanding that mail steamers and passenger ships should be exempt from seizure by belligerents. Members of the Association were so unanimously in accord on this question that the resolution was carried without discussion. There was a qualifying clause, however, suggesting that the nations should agree to prevent the shipment of contraband goods in such vessels, and that infringement of the condition should be made a punishable offence. The passing of this resolution renders it certain that the exemption of mail and passenger steamers from capture will, at any rate, be debated at the coming "Conference" wrongly termed in some quarters a "Peace" Conference. Since but little cargo is carried by these steamers it should not prove difficult to frame an international law for their protection. Mail, it is true, have hitherto been regarded as "condition" contraband, but it is pointed out that electric cables have vastly reduced the importance of written matter, so far as belligerent Powers are concerned. Some items of news, valuable to a belligerent, may be gleaned from mail bags even nowadays, but this gain is inconsiderable if compared with the amount of injury inflicted upon neutral commerce. Throughout the late war the policy of the British Government has been to avoid laying such stress upon neutral rights as would tend to cripple our dealings with neutrals in future wars in which this country may be engaged. This policy has led to much, and content among British shipping companies and merchants, who are unwilling to lose money for the sake of a sacred principle. Grave breaches of international law have, however, been committed by Russia, and there has been some complaint in demanding redress and compensation. Worse still, demands have been made, but not pressed.

An interesting paper was contributed by M. Gaston de Laval, dealing with questions arising out of the late war. The sinking of the *Varian* and *Koriet* in Korean waters on February 8th, and 1904, was condemned by this authority as a grave breach of the neutrality of Korea, but he also admitted that the action was excusable in the circumstances. Here one perceives one of the strange limitations of international law. When a weak neutral territory happens to afford a desirable arena for the combatants, international law is simply ignored by both belligerents. There is no remedy, since in such cases force will continue to prevail. M. de Laval condemned the use of mine-layers on the coast of the *Peterburg* and *Smolensk* from hoisting the man-of-war flag and acting as cruisers. Apart from the treaty, he condemned the procedure on the ground that warships are not, and cannot be, permitted to fly the mercantile flag, since if this were sanctioned any warship could make improper use of neutral ports. The sinking of the *Knight Commander* and other neutral merchant ships by the Russians was discussed at some length. Here at least international law is vaguely, and requires to be settled or amended by general agreement. The British rule is perfectly clear and simple, and might well be made universal. We cannot enforce it upon Powers who have declined to accept the Treaty of Paris. Broadly speaking, a neutral prize is forfeited for carrying contraband goods, and irrespective of her destination, cannot justly be sunk. If exceptional circumstances render it impossible to take the prize into port for the decision of a Prize Court, then, in all cases, the owners should be fully compensated. That is the British and the general rule but it has not been accepted by Russia. Dr. T. Baty also dealt with this question in a paper entitled "Neutrality and Belligerent Pretensions," arguing that Russia had reverted to a system of neutral barbarism in her treatment of neutral contraband carrying contraband goods. France claims the right to contraband to an enemy's port, but Russia has reduced this proportion to fifty per cent. In such conditions the British rule is to compensate fully, but Russia resists payment, besides making all manner of vexatious rules with regard to the constitution of prize courts, not generally accepted. The legitimate powers of such Courts are another important issue. Such Courts are obviously unlikely to be impartial in their judgments, so that their procedure needs to be rigidly limited. Dr. Baty argued that they should not be entitled to draw inferences, but should base their findings upon actual facts, such as ships' papers and the evidence of the crew. That is to say, a Prize Court cannot fairly be permitted to usurp the authority of a civil tribunal. Dr. Baty is largely right, but he has overlooked the difficulties of the "continuous voyage" question. Shipowners engaged in the profitable but risky work of running contraband goods are prone to shelter themselves with false papers, and that is a danger against which belligerents are entitled to protect themselves.

Yet neutrals wish to guard against cases of improper detention, and here new rules are urgently needed. Again, Mr. T. Baty argued in his paper on "Prize Courts," that the whole question of what is, and is not, contraband requires to be definitely settled by international law. Throughout the late war Russia claimed to settle this question for herself and her allies, but the result that neutrality was gravely jeopardized on several occasions. It is absurd that belligerents should be permitted to act as judges and jury in these prize cases. Prize Courts should be composed of five members, at least three of whom should be disinterested foreigners. This provision was urged in 1887 by the Institution of International Rights, assembled at Heidelberg, and it is again demanded by Mr. Baty. In England even Prize Courts have long endeavored to deal fairly with neutral prizes, and the judgments of the late Lord Stowell are still regarded as authoritative in principle by the leading jurists of the world. There is no such desire to do justice among the members of the Russian courts, and this must be faced. The prolonged stay of the Baltic fleet in French territorial waters again shows the desirability of forming an international rule on this question. Germany, France, and Austria are the only Powers that have refused to adopt the 24 hours rule. Russia has adopted it, and has herself enforced it against neutrals, yet throughout the late war her fleets found prolonged shelter in neutral waters. The representatives may be expected to press this question upon the next Conference. M. de Laval, we notice, was confident that the Conference would prohibit the use of floating mines, and that the Powers would be found desirous of eliminating this new danger to neutral commerce. We fear, however, that this is one of the many points upon which universal agreement is difficult to secure.

The learned gentlemen who make international law the chief study and interest of

their harmless lives are prone to underrate that element of barbarism in human nature which peeps forth during the stress of war. Thus, when the nations are temporarily at peace, it is sometimes possible to secure their agreement to principles framed for the protection of neutral trade and shipping; but once the sword is drawn it too often happens that civilized governments drive a coach and horses through "holes in the rules." Every great war, however, brings the world a little nearer to the ideal of the harmless and learned jurists. In modern times there have been no such flagrant violations of international law as the world has witnessed with disgust and alarm during the past eighteen months.—*Naval and Military Record.*

MR. ARCHIBALD LITTLE ON THE CHINESE.

Mr. Archibald Little is one of a very select band of Europeans who thoroughly know, understand and appreciate the Chinese people. A great traveller, and interesting writer, successful author, and keen man of business, Mr. Little is so many-sided that the happy interviewer who is fortunate enough to have the opportunity to practice his art upon him scarcely knows where to begin, or at least that seems to have been the experience of our representative last week.

However, Mr. Little's first few words were sufficient to settle to a very preconceived notion of the Chinese, and may have entered into the proper course for the conversation to follow.

"You must remember," said Mr. Little, "that whereas we are only just emerging from barbarism, the Chinese have been civilized through countless ages. Consequently, we must not expect to find the same high tone and culture among the lower classes of the Chinese. The Chinese 'code' is infinitely superior to the lowest type European. In China, 'roughs' as we have them in England, form an infinitesimal proportion, and are seldom or never met with."

"Then you have no apprehensions about the Yellow Peril, Mr. Little?"

"None, whatever. Europeans will have to learn to live more cheaply, that is all. There is really no need to spend so much money on living as in the interior of China, and have become accustomed to Chinese simple modes of living, and I find I can live perfectly well on a great deal less than it costs the ordinary European here."

"But that surely is not the usual experience of Europeans in China?"

"Oh, no, it is not. You see the European usually insists on the European food, European goods, etc. He must have his Bass or soda water, just the same as he does at home, and, naturally, under such circumstances living in China becomes very expensive, and the Europeans insist upon a high rate of pay, whereas if they would only adopt Chinese ways and food they would find it is remarkably cheap country. As it is, it is impossible to employ Europeans in any numbers, owing to the heavy salaries they require."

"Still, they are worth a good deal more?"

"The native engineers are very good. They are very intelligent, very hard working, and most anxious to please. I find, too, that the Chinese make most admirable workpeople, when they are properly managed."

"They do not appear to be a great success in South Africa, Mr. Little?"

"No," said Mr. Little, "and I cannot understand how it is that they have had all this trouble with the Chinese in South Africa. I have seen in the English newspapers that the Chinese coolies employed on the Rand are low on credit, and that is entirely false. While in North China, I saw many of the men before they were shipped out, and they were a splendid set of strapping young men. They were men of years, and had no trouble with white men, and an infinitely better class of men than you would find in a similar capacity, say, in India. And yet no sooner do they get out to South Africa than we hear of all this trouble. I cannot understand it, but my own opinion is that a mistake is being made in the treatment of these men. Of course, I am speaking without direct-hand information, but I can only think on the ground that they are not properly understood and not properly managed by their overseers. The 'Compound' system, too, is an atrocity. If the Chinese were allowed to go about freely, it would soon be seen what a quiet, inoffensive people they naturally are. Even if they did occasionally settle down and grow vegetables and open cheap shops, it would be an immense advantage to the colony."

"The enormous conceit. Absolutely the only way to do anything with him is to flatter his vanity. If you try to bully him he will turn sulky, and you can do nothing with him at all. But flatter him, put him on the back, tell him he is a fine fellow, and he will do anything for you. Now, I can well believe that the Chinese coolies in South Africa look down on their overseers."

"Look down on their overseers!" echoed our representative.

"Yes. The Chinaman of the lowest class is refined and civilized to a considerably greater extent than the ordinary rough English workman of the Colonies, and if the overseers have been treating the Chinese with harshness and rudeness, they would be as obstinate as mules."

"But obstinacy is a comparatively mild form of insubordination. I see that the Chinese are accused of rape and murder," remarked our representative.

"Well," said Mr. Little, "I cannot understand this business at all; I have not been to South Africa—though I should very much like to visit the compounds there if I had time—so that I can only give you my opinion, but I feel sure that if I could get among these men and talk to them in their own language I should find that the trouble had come about through their overseers not understanding the Chinese character."

"You see," he continued, "it is not as though the experiment had never been tried before. I have large interests in Sumatra, in the Sumatra Tobacco Company, which employs a great number of Chinamen, and we have had no trouble with the men. We have done splendidly."

"At any rate, I know this, that I have travelled thousands of miles in China and I have never lost a single thing, but I cannot say the same of this country."

"No," said Mr. Little in conclusion, "I do not believe the fault lies with the Chinese themselves. I am practically certain that the trouble has all arisen through the stupid mistakes of European men who have the Chinese as a low type of human beings. 'Niggers' they call them. The Chinaman is nothing of the kind. He is a highly civilized being, and if he is treated properly he is perfectly easy to manage."

—*Commercial Intelligence.*

THE SIMPLE LIFE.

HOW TO LIVE ON FIVE SHILLINGS A WEEK.

Carbis Bay is close to St. Ives, plumb in the centre of a panorama of glorious scenery which some have called the "Cornish Riviera." As such, it was the habitat chosen by Miss N. G. Bacon for a remarkable and successful experiment in the "simple life" which she describes in the *World's Work and Play*.

"My move was to choose my Cornish cottage, for which I pay £1 per year rent, including a garden of no small proportions, from a Londoner's point of view. Just off the main road, with its picturesque entrance-lane facing the village shop, the last of a row of four on a terrace, my tiny cot is to be discovered hidden in its obscurity."

"The Cornish summer season is very short, consisting only of some six to seven weeks, counting principally the August month, when high prices are asked for rooms, and the people who get their 'living' by letting their houses and cottages generally demand a six-weeks' let, as it is only by doing this they are enabled to keep the wolf from the door throughout the year."

Thus the economic problem of how to live the simple life in Cornwall on two half-crowns a week started with the writer's possession of a four-roomed cottage, with a spare bedroom.

"I advertised for some one to take my spare room for 5s. per week rent, with the use of the sitting-room, kitchen, and garden, without attendance."

"A lady from Australia came along, then a Londoner, and for weeks together we worked out the problem, and with economy and management proved that it is possible for educated people to live well on so small a sum, and yet to be comfortable and happy."

The question of attendance is not a difficult one, for "day girls" can be secured at from 3s. to 5s. a week. But this would have interfered with the cost of the experiment.

"With a well-stocked vegetable garden and with fish at low prices, for St. Ives is a fishing centre and pickings, as large as fresh herrings, can be bought at from three to four a penny, while other fish of varied sorts can be purchased most reasonably, milk being 3d. per quart, and eggs from 9d. per dozen—living is cheap, and a good dietary with management can be arranged with fish, fruit, and vegetable, etc."

Her experiments with various "pying" guests proved that it was possible to have four meals daily for five shillings a week.

Taking a few days at random, our dietary consisted of as follows: Bacon, bread and butter, tea or coffee for breakfast; fried bread and potatoes, bread and butter pudding for dinner; cakes and biscuits for tea; griddled pilchard, bread and butter, and rice pudding for supper.

"Dinners varied, with vegetable omelette, cabbage and fried potatoes, black currant pie, haricot roast, green peas and potatoes, tapioca pudding, and supper also varied, with cheese and salad, and fish 'fart'; fried fish and semolina or rice pudding, etc."

For ten months of the year beauty spots such as that depicted by Miss Bacon are abandoned. For the remaining two house rent is inevitably exorbitant. The solution of the simple puzzle is surely to take a cottage by the year.

CHINESE ON THE RAND.

The *Times* concludes a lengthy criticism of a speech by the Bishop of Harford on what his lordship termed "the system of serfdom on the Rand" with the following observations:

"We are, prepared to make Dr. Percival an admission. The desirability, we agree, do prove that some of the coolies find the restrictions of the Labour Ordinances irksome. We cannot concern in the contention of one of our correspondents that Chinese labour should be as free on the Rand as it is in Singapore, for the Transvaal is a white man's country and Singapore is not. But who, we may invite the Bishop to reflect, are the men responsible for the most gallant of the restrictions, from which the runaway coolies have sought to escape?"

For ten months of the year beauty spots such as that depicted by Miss Bacon are abandoned. For the remaining two house rent is inevitably exorbitant. The solution of the simple puzzle is surely to take a cottage by the year.

It was a comparatively mild measure. It was the clamour of their opponents here and in South Africa which induced them to make it stringent. They may or may not have been wise in yielding to that pressure. But it does not lie in the mouth of those who exercised the pressure, whether as avowed political enemies or under the cloak of devotion to particularly exalted ideas of humanity and of moral purity, to turn round and do no less than what they have complained of.

The great majority of the Chinese labourers are, on the whole, content with their lot. The "uncle" guide, who made the Ordinance what it is, cannot now shrink responsibility for the more rigorous provisions which aggravate the minority. The Bishop predicts that the Ordinance will be repealed. His own party were challenged in the House to say they would repeal it, and they refused to say so. It will require something more than such "revelations" as those of the ingenuous Tse Tsai Shau to lead a majority of any party to abolish a system which is believed to be essential to the prosperity of South Africa, and which is monthly enlarging the field of employment for "white men."

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76

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ARRIVALS.
ATHENIAN, British str., 2,440, S. Robinson, 18th Oct., from Vancouver, 18th Sept. and Shanghai 15th Oct. General—C. P. R. Co.
CROZIER, German str., 2,200, R. Paulsen, 18th Oct., from Rangoon 5th Oct. General—Johnson & Co.
DALIN MARU, Japanese str., 850, H. Ohta, 18th Oct., from Amoy and Swatow.
HAUMUN, British str., 630, Robinson, 18th Oct., from Swatow 17th Oct. General—Douglas.
Lapnik & Co.
HONG BEN, British str., 2,050, H. Peters, 18th Oct., from Singapore 14th Oct. General—Chinsee.
KAFONG, British str., 187, Finlayson, 18th Oct., from Hilo 14th Oct. General—Butterfield & Swire.
KRONOWAL, German str., 1,115, Kohler, 18th Oct., from Bangkok 11th Oct. General—Butterfield & Swire.
LUCHS, German str., 850, Hardig, 18th Oct., from Amoy 16th Oct.
PHU NANG, German steamer, 1,021, P. v. Mangoldt, 18th Oct., from Kohichang 10th Oct. General—Butterfield & Swire.
PROMTO, Norwegian str., 838, Larsen, 18th Oct., from Hilo 17th Oct. Rice—A. R. Marly.
TRIESTE, Austrian str., 2,300, D. Mistrorico, 18th Oct., from Singapore 12th Oct. General—Sander, Wierler & Co.

CLEARANCES.

At the Harbour Master's Office.
HAUMUN, British str., for Swatow.
HONGKONG, British str., for Swatow.

DEPARTURES.

17th October.
ANAMBA, Danish str., for Yokohama.
LOTHIAN, British str., for Shanghai.
CALLAO, U.S. gunboat, for Canton.
CHUYEN, Chinese str., for Shanghai.
EMPEROR OF CHINA, British str., for Vancouver.
HELIAS, German str., for Shanghai.
HEIM, Norwegian str., for Hongkong.
LOHNGO, British str., for Calcutta.
PARKHO, British str., for Tientsin.
PROMTO, Norwegian str., for Amoy.
SIAMONTA, German str., for Hamburg.
STRATHNEYS, British str., for Fuenikau.

SHIPPING REPORTS.

The British str. **Haumun** reports: Light breeze, fine clear weather and smooth sea.
 The German str. **Phu Nang** reports: Fine weather, easterly winds and moderate sea.
 The British str. **Kafong** reports: From port to port light N.E. winds and smooth sea.
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 Hongkong, 18th October, 1905. [2362]



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 Captain Helms, will be despatched for the above ports on WEDNESDAY, the 1st November, at NOON.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewards are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 12th October, 1905. [2323]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, 1905.
 "WRAY CASTLE" ... 6th Nov.
 "GHAZEE" ... 10th Nov.
 "LOTHIAN" ... 14th Nov.
 For Freight and further information, apply to
DODWELL & CO., LD.,
 Agents.
 Hongkong, 10th October, 1905. 2105-2135

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via USUAL PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kendrick, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	BENVENUE	Brit. str.	—	Kroble	GIBB, LIVINGSTON & CO.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP	RINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Nov.
AMSTERDAM, LONDON & ANTWERP	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th Dec.
MARSEILLES, LONDON & ANTWERP, &c.	BECTON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	DEN OF MAINS	Brit. str.	—	Singer	NIPPON YUSEN KAISHA	On 31st inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	OCEANIAN	Frean. str.	—	Courlet	MESSAGERIES MARITIMES	On 25th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ZIETEN	Ger. str.	—	F. von Binzer	MESSAGERIES MARITIMES	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	BORUSIA	Ger. str.	k.w.	Hahn	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEBIA	Ger. str.	k.w.	Hoffschmidt	HAMBURG-AMERIKA LINIE	On 18th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Meyerdieter	HAMBURG-AMERIKA LINIE	On 29th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FIRD, LAEKE	Ger. str.	k.w.	Bildebrandt	HAMBURG-AMERIKA LINIE	On 18th Dec.
TRIESTE, &c., VIA SINGAPORE, &c.	SITHONIA	Aut. str.	—	L. de Stabile	SANDER, WIERLER & CO.	On 29th inst.
GENOA, MARSEILLES & LIVERPOOL	CATCHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th Nov.
NEW YORK VIA SUEZ	GLAUCUS	Brit. str.	1 m.	Habel	BUTTERFIELD & SWIRE	About 31st Dec.
NEW YORK VIA PORTS & SUEZ CANAL	NUBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 6th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	WEAY CASTLE	Brit. str.	—	—	DODWELL & CO., LD.	On 21st inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ALSTON	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th Nov.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 1st Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LIMITED.	On 25th inst.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	PINGBOY	Am. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th Nov.
SEATTLE, VIA SHANGHAI & JAPAN	DARFO	Ger. str.	—	E. Francke	NIPPON YUSEN KAISHA	About 2nd Nov.
PORTLAND, OREGON VIA SHANGHAI, &c.	EMPIRE	Brit. str.	—	Metzenstien	PORTLAND & ASIATIC S.S. CO.	On 7th Nov., at Daylight.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	1 m.	Helms	GIBB, LIVINGSTON & CO.	On 1st Nov., at Noon.
AUSTRALIAN PORTS VIA COOK TOWN, &c.	TAIYUAN	Brit. str.	—	F. G. Andrews	BUTTERFIELD & SWIRE	On 2nd Nov.
JAPAN VIA SHANGHAI	TAIYATAP	Dut. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PALEMO	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	About 23rd inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ESANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., 3 P.M.
NINGPO & SHANGHAI	KWEILIN	Brit. str.	—	A. G. Cunniff, R.N.R.	P. & O. S. N. Co.	To-morrow.
SHANGHAI	ARADIA	Brit. str.	—	JARDINE, MATHESON & CO.	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, YOKOHAMA & KOBE	KWONGSANG	Aut. str.	—	SANDER, WIERLER & CO.	P. & O. S. N. Co.	On 25th inst., 4 P.M.
SHANGHAI VIA NINGPO	MAZAGON	Brit. str.	—	SANDER, WIERLER & CO.	P. & O. S. N. Co.	To-day, 9 A.M.
SHANGHAI VIA NINGPO	WINGSANG	Brit. str.	1 m.	JARDINE, MATHESON & CO.	P. & O. S. N. Co.	On 23rd inst., at 4 P.M.
SHANGHAI VIA NINGPO	FAITHFUL	Nor. str.	1 m.	Haraldsen	OSAKA SHOSEN KAISHA	On 27th inst., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	HAUMUN	Brit. str.	2 h.	A. J. Robinson	DOUGLAS LAFRAIK & CO.	To-day, at 9 A.M.
SWATOW, AMOY & FOOCHOW	HAUNCHING	Brit. str.	2 h.	A. E. Hodgins	JARDINE, MATHESON & CO.	On 21st inst., at 4 P.M.
AMOY, STRAITS & RANGOON	ZAIDA	Brit. str.	—	C. Willis	JARDINE, MATHESON & CO.	On 22nd inst., at Daylight.
MANILA	LOON GANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	SHEWAN, TOMES & CO.	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
MANILA	TAMING	Brit. str.	—	SHEWAN, TOMES & CO.	BUTTERFIELD & SWIRE	On 24th inst.
MANILA	RUH	Brit. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	On 28th inst., at Noon.
CEBU & LOILO	MAUSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SANDAKAN VIA KUDAT	LAISANG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 26th inst., at Daylight.
SINGAPORE, PENANG & CALCUTTA	—	—	—	—	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR
 * MANILA ... "LOONGSANG" ... Friday, 20th Oct., 4 P.M.
 * SHANGHAI VIA NINGPO ... "WINGSANG" ... Monday, 23rd Oct., 4 P.M.
 * SINGAPORE, PENANG & CALCUTTA ... "LAISANG" ... Tuesday, 24th Oct., 3 P.M.
 * SHANGHAI ... "KWONGSANG" ... Wednesday, 25th Oct., 4 P.M.
 * SANDAKAN VIA KUDAT ... "MAUSANG" ... Thursday, 26th Oct., Daylight.
 * TIENTSIN ... "ESANG" ... Saturday, 28th Oct., 3 P.M.
 These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chofoo, Tientsin, Newchwang and Yangtze Ports.
 * Taking Cargo on Through Bills of Lading to Labad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 18th October, 1905. 18

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPIRE LINE." Saving 3 to 7 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
 LEAVE HONGKONG. ARRIVE VANCOUVER.
 "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 1st Nov. ... 25th Nov.
 "EMPEROR OF INDIA" ... 6,000 ... WEDNESDAY, 15th Nov. ... 6th Dec.
 "TARTAR" ... 4,425 ... WEDNESDAY, 29th Nov. ... 23rd Dec.
 "EMPEROR OF JAPAN" ... 6,000 ... WEDNESDAY, 13th Dec. ... 3rd Jan.
 "EMPEROR OF CHINA" ... 6,000 ... WEDNESDAY, 10th Jan. ... 31st Jan.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, ... via St. Lawrence 500; via New York 462.
 Intermediate on Steamers: ... £40, ... £42.
 and 1st Class Rail ...
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent.
 Corner Paddar Street and Praya, opposite Blake Pier

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
 "DAKOTA," Captain E. FRANCKE, on or about THURSDAY, 2ND NOVEMBER.
 "MINNESOTA," Captain J. H. RINDER, TUESDAY, 19TH DECEMBER.
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
 AGENTS.
 Hongkong, 4th October, 1905. 2270

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 21st Oct., Noon.
RUBI	2540	A. H. Notley	Manila.	Sat., 28th Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 16th October, 1905. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ALSTON" ... On 21st October.
 For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 5th September, 1905. [1004]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA. Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES. Freight & Passengers.
 * BORUSSIA ... HAVRE and HAMBURG ... On 1st Nov. Freight.
 Capt. Hahn ... (Calling at Singapore, Penang and Colombo)
 SEREIA ... HAVRE and HAMBURG ... On 10th Nov. Freight.
 Capt. Hoffschmidt ... (Calling at Singapore, Penang and Colombo)
 SENEGAMBIA ... HAVRE, BREMEN and HAMBURG ... On 18th Nov. Freight.
 Capt. Peter ... (Calling at Singapore, Penang and Colombo)
 C. FERD. LAEKE ... HAVRE and HAMBURG ... On 29th Nov. Freight.
 Capt. Meyerdieter ... (Calling at Singapore, Penang and Colombo)
 SITHONIA ... HAVRE and HAMBURG ... On 13th Dec. Freight.
 Capt. Hildebrandt ... (Calling at Singapore, Penang and Colombo)
 NUBIA ... NEW YORK VIA SUEZ ... About 31st Dec. Freight.
 Capt. Habel ... (With liberty to call at the Malabar Coast)
 Special attention of inland passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified doctors are carried.
 For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.
 12

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, THAILAND, PORTLAND, OREGON.

SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.
 "ARABIA" ... 4,483 ... Metzenstien ... November 7th, 1905.
 "ARAGONIA" ... 5,108 ... Ernst ... November 29th, 1905.
 "NICOMEDIA" ... 4,370 ... Vagemann ... December 22nd, 1905.
 "NUMANTIA" ... 4,370 ... Feldmann ... January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Points and a Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 4th October, 1905. [113]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEEN, EGYPT.

MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PENANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN"
 Captain H. W. Kendrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 21st October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. **Priscilla**, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the E.M.S. **Moldavia** due in London on 2nd December.
 Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
L. S. LEWIS,
 Acting Superintendent.
 Hongkong, 9th October, 1905. [1]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA"
 Captain C. Willis, will be despatched as above on SUNDAY, the 22nd inst. at DAYLIGHT.
 For Freight or Passage apply to
JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 17th October, 1905. 2351

NIPPON YUSEN KAISHA.

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE British Steamship
 Captain Singer, will be despatched for the above ports on WEDNESDAY, the 25th inst., at 4 P.M.
 For Freight, apply to
NIPPON YUSEN KAISHA,
 Agents.
 Hongkong, 18th October, 1905. [2361]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"SILEZIA"
 Captain L. de Stabile, will be despatched as above on SUNDAY, the 26th October.
 This steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
SANDER, WIERLER & CO.,
 Agents.
 Hongkong, 30th September, 1905. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, NEDERLAND, and BLACK SEA PORTS.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	OUTWARDS	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"MENELAUS"	On 7th November.	DOH	
GLASGOW and LIVERPOOL	"PINGSUEY"	On 7th November.	DOH	
GLASGOW and LIVERPOOL	"HECTOR"	On 14th November.	DOH	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 14th November.	DOH	
GLASGOW and LIVERPOOL	"HYSON"	On 21st November.	DOH	
GLASGOW and LIVERPOOL	"PRIAM"	On 21st November.	DOH	
GLASGOW and LIVERPOOL	"QANFA"	On 29th November.	DOH	
GLASGOW and LIVERPOOL	"AJAX"	On 5th December.	DOH	
GLASGOW and LIVERPOOL	"HUCHOW"	On 5th December.	DOH	
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 12th December.	DOH	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.	
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 7th November.	
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 24th November.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 21st November.	
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.	
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.	
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 29th December.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO	"PINGSUEY"	On 9th November.	
HAMA	"QANFA"	On 1st December.	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	On 28th October.	
	"MACHAON"	On 3rd November.	

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th October, 1905.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"KWEILIN"	On 20th October.	
* CEBU and ILOILO	"KAIFONG"	On 24th October.	
MANILA	"TAMING"	On 24th October.	
PORT DRAWN, THURSDAY	"TATYUAN"	On 2nd November.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th October, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"FRITHJOF"	On 27th Oct., at 8 A.M.	

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
at No. 8, Des Voeux Road Central.
T. ARIMA, Manager.

Hongkong, 7th October, 1905.

NORTHERN PACIFIC LINE.

BOSTON & CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,000	E. V. Roberts	Wednesday October 25th
HYADES	3,753	Geo. Wright	Monday, November 20th
TREMONT	9,606	T. W. Gurlick	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	3,753	F. G. Purington	Friday, December 29th

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—DODWELL & CO., LIMITED,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, 10th October, 1905.IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALB
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 28th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February

ON WEDNESDAY, the 25th day of OCTOBER, 1905, at Noon, the Steamship
"ZIETEN," Captain F. von Binnor, with MALES, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 23rd October. Cargo and
Specie will be received on Board until 6 p.m. on TUESDAY, the 24th October; and Parcel
Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 12th October, 1905.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
SHANGHAI	ARCADIA	On 19th	Freight and	
	A. G. Cubitt, R.N.E.	October	Passage.	
LONDON & C. via USUAL PORTS	CHUSAN	On 21st	See Special	
OF CALL	H. W. Renick, R.N.E.	October	Advertisement.	
SHANGHAI & KOBE	MAZAGON	On 21st	Freight only.	
	W. H. S. Hall	October		
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES & BARCELONA	PERA	On 25th	Freight only.	
	A. L. Valentini	October		
YOKOHAMA via SHANGHAI (PALERMO MOJI and KOBE	E. G. Andrews	On 29th	Freight only.	

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 19th October, 1905.

SHIPPING IN PORT.

STEAMERS	TO	DATE
ALGATE, British str., 2,208, H. Nicholson, 14th Oct.—Kinchington 5th Oct. Coal— Mitsui Bussan Kaisha		
BENJAMIN, British str., 2,520, Clark, 17th October—Moji 12th October, Coal—Gibb, Livingston & Co.		
BRAND, Norwegian str., 1,519, H. Tolkested, 11th October—Chinking 5th October, General—Sander, Wieler & Co.		
CHEANGCHEW, British str., 1,213, E. Edwards, 14th Oct.—Moji 8th Oct. Coal—Japanese.		
CHOWFA, German str., 1,035, F. Spiesen, 10th October—Bangkok 9th Oct. Rice and Wood—Butterfield & Swire.		
CLAYTON, British str., 2,154, D. Barton, 6th Sept.—From Salina Cruz, Ballast—China Commercial S.S. Co.		
DR. H. J. KIEFER, Norw. str., 691, Larsen, 11th Oct.—Chinwangtao 4th Oct. General— Shewan, Tomes & Co.		
ELITA NOSSACK, German str., 1,160, W. Lassen, 5th Oct.—Swatow 4th October, Ballast— E. A. Trading Co.		
HAINAN, French str., 178, Roulet, 12th Oct.— From Kowloon—Bradley & Co.		
HALLAND, Norwegian str., 1,066, C. Andersen, 16th Oct.—Samarang 5th Oct. Sugar— Chinese.		
HANGSANG, British str., 1,356, Wilde, 12th Oct.—Shanghai via Swatow 8th Oct. General—Jardine, Matheson & Co.		
KAMPOI, French str., 412, Le Bail, 3rd Oct.— Saigon 2nd Sept. General—Chinese.		
KOHISCHANG, German str., 1,292, C. Gosewich, 17th Oct.—Tientsin 8th Oct. Rice— Butterfield & Swire.		
KWANTAI, Chinese str., 1,536, Wm. H. Lunt, 15th Oct.—Shanghai 12th Oct. General— Chinese.		
LAETTES, British str., 1,341, J. B. Jackson, 1st Oct.—Saigon 27th Sept. Meal and General— Chinese.		
LAIBANG, British str., 3,460, P. M. B. Lake, 16th October—Calcutta 1st Oct. General— Jardine, Matheson & Co.		
LANSHAN, German str., 2,300, Spiering, 7th Oct.—Saigon 2nd August, Ballast— Jardine, Matheson & Co.		
LISA, Swedish str., 1,577, H. Hornsdaal, 17th Oct.—Shanghai 13th October, General— Chinese.		
LOONGKANG, British str., 1,092, A. E. Sandbach, 16th Oct.—Manila 15th Oct. General— Jardine, Matheson & Co.		
LOYAL, German str., 1,582, L. Lorenzen, 14th Oct.—Hong Kong 12th Oct. Salt—Sander, Wieler & Co.		
MAUSANG, British str., 1,644, R. Hayson, 14th October—Sandakan 8th Oct. General— Jardine, Matheson & Co.		
MAZAGON, British str., 3,280, W. H. Selby Hall, 17th Oct.—Bombay 29th Sept. and Singapore 11th Oct. General—P. & O. S. N. Co.		
MEEPOO, Chinese str., 1,221, R. Stephen, 7th October—Shanghai 4th October, General— C. M. S. N. Co.		
ONBANG, British str., 1,787, J. T. Davies, 12th October—Proboling 2nd October, Sugar— Jardine, Matheson & Co.		
PAKHOT, British str., 1,229, K. E. Tuohsen, 16th Oct.—Manila 13th Oct. Ballast— Butterfield & Swire.		
PETRAHUBER, German str., 1,376, G. Hillmann, 14th October—Bangkok 5th October, Rice and General—Butterfield & Swire.		
POKAP, German str., 1,25, H. Martens, 6th Sept.—Ponape 13th Aug.—German Consul.		
PRINZ WALDEMAR, German str., 3,227, C. Wolff, 17th Oct.—Yokohama 7th Oct. General—Melchers & Co.		
QUINTA, German str., 2,300, F. Frahm, 9th Oct.— Bangkok 3rd Oct. General—Siemssen & Co.		
ROSEBATH, British str., 1,123, T. Fraser, 13th October—Rangoon 4th October, Timber— Order.		

NOTICES TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN"

FROM GLASGOW, LIVERPOOL
AND MIDDLESBOROUGH.CONSIGNEES OF CARGO are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, where and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst. will be subject
to rent.
All Claims against the Steamer must be
presented to the Underwriter on or before the 25th
inst., or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th October, 1905. [2346]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at Kowloon Wharf and Godown
Company's Godowns at Kowloon, where and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst. will be subject
to rent.
All Claims against the Steamer must be
presented to the Underwriter on or before the 25th
inst., or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th October, 1905. [18]

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"RHAETIA"

Captain Behrens, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
Kowloon Wharf and Godown Company, Limited, and
stored at Consignees' risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th Oct. at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th October, 1905. [2332]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, ETC.

THE Steamship

"GLENLOCHY,"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at Kowloon Wharf and
Godown Co., Limited, at Kowloon, where and/or
from the wharves delivery may be obtained as soon as
the Goods are landed.
Optional Goods will be carried on unless
instructions are given to the contrary before
4 p.m. To-day.
Goods not cleared by the 20th inst., will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.
No claims will be recognized if not presented
within 14 days of the ship's arrival.
MCGREGOR BROS. & CO.
Hongkong, 13th October, 1905. [2331]OCEAN STEAMSHIP COMPANY,
LIMITED.AND
CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on or after the 15th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 a.m. on the 23rd inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 23rd inst. will
be subject to rent.
All Claims against the Steamer must be
presented to the Underwriter on or before the
26th inst., or they will not be recognized.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1905. [1910]

STEAMSHIP "SAGAZIE."

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss.
"Sagazie," from St. Nazaire ex ss. "Vile de
Boulogne" in connection with above Steamers
are hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risks into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon, where
delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before To-day at 3 p.m. requesting it to be
landed here.
Bills of Lading will be countersigned by the
Underwriter. Goods remaining undelivered after
Monday, the 23rd inst., at Noon, will be sub-
ject to rent and landing charges.
All claims must be sent in to me on or before
the 23rd inst., or they will not be recognized.
All damaged packages will be examined on
Monday, the 23rd inst., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 17th October, 1905. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed AT WHARF in the
Company's Godowns at Kowloon, where and/or
from the wharves delivery may be obtained as soon as
the Goods are landed.
This Vessel brings on Cargo—
From Persian Gulf ex ss. B. I. S. N.
and B. P. S. N. Co.'s Steamers.
Goods not cleared by the 24th inst. at 4 p.m.
will be subject to rent.
No Fire Insurance will be effected by me in
a case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized. No
Claims will be admitted after the Goods have
left the Godowns.
L. S. LEWIS,
Acting Superintendent.
Hongkong, 17th October, 1905. [1]MEN-OF-WAR ON THE CHINA AND
JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspern, cruiser, 2,337 tons, 20 guns, 7,300 h.p.,
Capt. Friedrich Ginzinger, Singapore
Kaisaria Elisabeth, cruiser, 4,000 tons, 25
guns, 8,000 h.p., Captain Miru, Singapore

FRENCH.

Acheron, armoured gunboat, 1,796 tons, 10 guns,
1700 h.p., Lieut. Ferret, Saigon
Argus, gunboat, 123 tons, — guns, 500 h.p.,
Lieut. Jeanuel, CantonAvalanche, gunboat, 140 tons, 5 guns, 150 h.p.,
HaiphongBaionnet, gunboat, Lieut. Lafarre, Saigon
Carnade, gunboat, Lieut. Huc, Saigon
Casso-toto, gunboat, 149 tons, 5 guns, 150 h.p.,
SaigonD'Assas, cruiser or, 4,000 tons, 31 guns, 9,500 h.p.,
SaigonDecide, gunboat, 645 tons, 10 guns, 1,000 h.p.,
Lieut. Comdr. L'Est, SaigonDescent, cruiser, 3,985 tons, 14 guns, 5,500 h.p.,
Commander Amet, Baie d'Along

Estoc, gunboat, Lieut. Mero, Haiphong

Francisque, destroyer, 303 tons, 7 guns, 6,300
h.p., Lieut. Colont, at present at SaigonFrende, destroyer, 350 tons, 7 guns, 303 h.p.,
Lieut. Jolanne, Baie d'AlongGaayden, cruiser, 9376 tons, 35 guns, 23,200
h.p., Captain Gondot, Baie d'AlongHenri Riviere, gunboat, Lieut. Portier, Hai-
phong

Jacquin, gunboat, Lieut. Carloner, Haiphong

Javeline, destroyer, 307 tons, 7 guns, 303 h.p.,
Lieut. Comdr. Baoussat, Baie d'AlongKersaint, gunboat, 1,250 tons, 6 guns, 2,200 h.p.,
Comdr. Le Gueur, Saigon

Lynx, submarine, Lieut. Armandier, Saigon

Moulin, cruiser (Frigate) of Vice-Admiral
Bayle, Commander in Chief, 9,700 tons, 12
guns, 19,000 h.p., Capt. Dartigues, Forast, Baie d'Along

Monsieur, destroyer, Lieut. Prat, Baie d'Along

Oly, gun boat, — tons, — guns, — h.p., Lieut.
Audemar, Yangtze

Peleho, gunboat, Lieut. Lavissiere, Tongka

Pistole, destroyer, Lieut. de Rinauch Worth,
Baie d'Along

Prudent, submarine, Lieut. Glorioso, Saigon

Redoutable, battleship, (in reserve) 9,477 tons, 8
guns, 6,071 h.p., Comandore C. P. M.,
Peleho, Saigon

Sable, destroyer, Lieut. Lebarl, Saigon

Styx, cruiser, 1,736 tons, 15 guns, 1,700 h.p.,
Comdr. T. de Balencourt, SaigonSully, cruiser, 10,014 tons, 38 guns, 21,000 h.p.,
Captain Guiberteau, (aground)

Sur

